

<u>CPR</u>

CaterParrott Railnet



CPR at a Snapshot

- ❖ Founded 2005 Jamie Cater & Christopher Parrott
- Started Operating Tifton Yard 2005
- ❖ Began Operations on GF Line 2012
- ❖ Began Operations on E Line 2014
- ❖ Began Operations on F Line 2014
- ❖ Began Operations on B Line 2016
- Started Willacoochee Trans-load 2019
- Started Azalea Sprinter Passenger Excursions 2021
- ❖ Operates 5 Routes in Georgia 127 Track Miles

CPR took 5 railroads

@ Excepted Status
and now operates
3 at Class I Status
and 2 Class II Status



Shortlines"One Size Doesn't fit all"

- "Mom & Pop" Your Budget v Needs
- Regional
- Large Multi-Short Haul Rail Lines



Best Practices for Track Safety: with an Inherited Deferred Maintained Railroad

CaterParrott Railnet Perspective:

"Firsts"

Learning your Railroad Switches and Curves Customers – Loads – Switching

Class 1 v Shortline

Large Chunk of Funds – "Major T&S"

V One Tie – At a time – Approach

Using the knowledge of your Railroad's needs

- Develop a Plan for Track Hot Spots [Outside of Track Inspections]
- Develop a Track Needs Worksheet
- Develop a Capital Improvement Plan

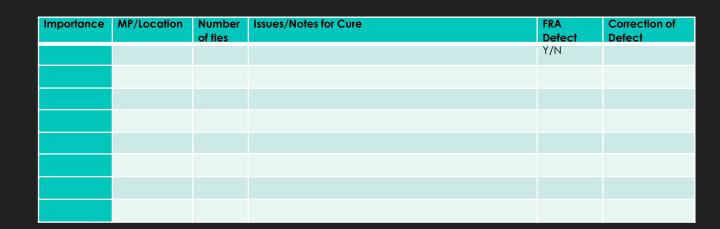
Track Needs Worksheet + Regular Track Inspections

What are your needs?

- Storage
- ❖ Loads 263K 286K
- Haz Cars
- Speed/Class of Track

Using carload revenue*, determine the % for track improvement + capital track work

- *Ancillary Revenue: Varies
- Inside Sources
- Outside Sources





B Line 1/4/2022 Inspection worksheet

Importance	Milepost	Number of Ties	Issues	Notes
Justin needs to Regulate B Line - already been paid				
	234.7	241	Curve – weak	
	235 – 235.6	264	Weak	
	236.1		On Watch List	
	236.8 - 236.9	111		
	237.2		On Watch List	
	237.4 - 237.6	72		
	238.7 - 239.0	342	Weak	
	239.2	40	Tangent to Pipes	
	239.9	10	Weak Tangent	
	241.4 – 241.6	141	Curve @ The Rock	
	241.9 - 242.4	203	Weak	
	Quad Switch to Quad	25	Weak	
	Derail			
	243.2	12	Weak	
Ben Hill Road N.W Corner @ Interfor Grade out for		Grade out for sma	ll crew depot	
Crossing Rebuilds		North Bethel [South Main]		Thomaston
		Cedar Row Street		Thomaston
E Moores Technolog Delray Roa Fambro Ro Willis Road		North Bethel [North	th Main]	Thomaston
		E Moores Crossing		Thomaston
		Technology Parkw	ау	Thomaston
		Delray Road – {part of signal improvement project}		The Rock
		Fambro Road		Upson Co
		Willis Road		Lamar Co
		Berry Road Connector		Lamar Co
			Holloway Rd Connector	

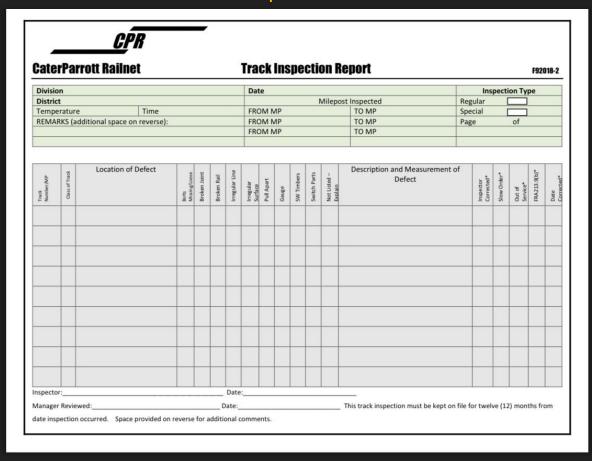
Needs list to Track Crews Combined with Inspection

OWeekly/Bi-Monthly Follow-upsOTrack Material Inventory

MTOO

Track Inspection

CPR's Inspection Sheet



Once your needs for Immediate Track Safety are established - Normal maintenance and routine adjustments can begin.

Capital Improvement Plan

Action Items

- List of Crossing Rebuilds
- ❖ Replace Switches/Worn/New Rail (i.e. 85lb to 115lb)
- Surfacing
- Bridge Improvements
- Siding Install/Extensions
- Signal Improvements

Budget = Plan

Estimate Cost: 35 – 65% of car movement revenue when first stabilizing a railroad with deferred maintenance

Estimate Cost Once Track is Safed Up: 30% of car movement revenue: as an investment to keep trains on the rail



- Revenue Loads
- Empty Moves
- Storage
- Trans-Loads
- Hand-Off Traffic

- Customers see your track
- Customers & Connecting Road Know your reliability
- Employee's use of the track
- Deferred Track Maintenance = loss of Revenue NOT Increase of Revenue
 - Derailments due to track conditions= Loss of life, endangering your crews, the public and customers.
 Damage to equipment, rolling stock, signals, bridges.
- Investing in your Track Maintenance –
- ☐ Improves your reliability
- Employee's trust of **THEIR** railroad
- Keeps Revenue within the Railroad to reinvest back into the Railroad
- Qualities Customers see and trust
- = increased faith in their rail service = Increase Car Traffic
- = more car movement volume = Revenue

Conclusion

- O Track Safety is the key to rebuilding your railroad's traffic, reputation/brand and providing for the long-haul.
- Investing in your track conditions
 Increases your Railroad's value
 [reliability, consistency, customer
 opportunities] = increased revenue not
 losses for your Railroad
- Paramount for any Shortline but applies to all Railroad Operators

